

SUFFRAGISTS BEGIN TRIPS TO CAPITAL

Representatives of Four States
En Route to Take Part in
Vote Demonstration.

Representatives of four States are now en route to Washington to take part in the presentation of a monster suffrage petition to the Senate, July 21, the latest suffragist to take the road being Mrs. G. H. Robertson, of Jackson, Tenn., who left that city today in a bright new automobile. The machine was given her by her husband, and she at once dedicated it to the "votes for women" cause.

Another automobile load of enthusiasm is now on its way here from Butte, Mont. In charge of Miss Jeannette Rankin, president of the Montana Suffrage Association. Three New York women are coming from that metropolis in an old chaise built before the first gun was fired in the Revolutionary war, and a third automobile has started from New Jersey. All of these parties will hold suffrage meetings en route.

Assemble at Hyattsville.
It was announced today that the procession to the city will come all the way from Hyattsville, Md., where the pilgrims from the various States will assemble. Mayor Harry Shepherd has agreed to do all he can to encourage the vote seekers and will provide for Miss Alice Paul a huge golden key, decorated with a silken yellow streamer, as a token of the surrender of Hyattsville to the suffragists.

In order that the weary travelers as well as the throngs who go to Hyattsville to greet them may be well fed, a band of local suffragists are planning to conduct refreshment booths in the Maryland town, where coffee, sandwiches and suffragist literature will be dispensed. The capital workers are now busy securing automobiles to carry the crowd here from Hyattsville and hope to have the use of two or three hundred machines that day.

Big Ceremony Planned.
The entry of the various delegations into Hyattsville will be attended with no little ceremony. Heralds will announce each official arrival and Mayor Shepherd and the national officers of the suffrage organization will greet them.

At the banquet at Chevy Chase Club, which will follow the presentation of the petition, the guests will be for the most part members of Congress who will probably be among the speakers.

SHIPBUILDERS EARN \$25,267,686 IN YEAR

Department of Commerce Statistics Show Value of Products During 1912.

Statistics respecting shipbuilding in the United States for the year 1912 have been prepared by the Department of Commerce, and will soon be issued in a complete bulletin about the industry. There were 1,353 establishments engaged in ship and boat building, giving employment to 40,058 wage earners to whom \$25,267,686 was paid. The value of products was \$73,360,315, while the cost of materials was \$31,214,358, equal to 42.5 per cent of the value of the products.

"While the number of establishments engaged in iron and steel shipbuilding was comparatively small, the value of the products was large. These establishments in 1912 gave employment to 88.5 per cent of the total number of wage-earners in the industry."

A decline in shipbuilding in the five-year period between 1904 and 1909 is clearly brought out by the fact that for all classes of vessels of five tons and over there was a decrease in the number of motor boats. "The decline in the iron and steel branch of the industry is no doubt due to the decrease of Government work done in private shipyards."

OBITUARY NOTES.
MISS DORIS McADOO.
The body of Miss Doris McAdoo, fifteen years old, who died yesterday at Asheville, N. C., is expected to reach Washington today and will be taken to the home of her mother, Mrs. Julia W. McAdoo, 466 U street northwest.

Miss McAdoo had been ill for several months and had gone to Asheville to be treated in a sanatorium. Her mother, who is survived by a brother, Leigh McAdoo, the funeral will be held tomorrow.

RICHARDS-FAHOORI.
The bodies of Stanley Richards, fourteen years old, and Fred Fahoori, sixteen years old, who were drowned in the Eastern Branch last Sunday, were buried today in Glenwood cemetery, following funeral services in their homes in Mt. Rainier, Md.

The services began at 10 o'clock and practically the entire village was at one home or the other. The processions reached the cemetery about the same time.

GEORGE H. DAWSON.
George H. Dawson, police sergeant, who killed himself Monday morning, dependent upon ill health, will be buried tomorrow afternoon at 3 o'clock. Interment will be at Glenwood cemetery. The services will be held in the Dawson home, 12 Quincy street northwest, where the Rev. Charles E. Feltz, pastor of the United Brethren in Christ Church, will officiate.

Nadine Face Powder
(In Green Boxes Only)
Keeps the Complexion Beautiful
Soft and velvety, it remains until washed off. It is pure, harmless, money back if not entirely pleased. It is a new process, prevents sunburn, keeps the complexion clear. The increasing popularity of this face powder is attested by the fact that it is sold in every drug store, and is the favorite of the Paris, Tenn. National Toilet Company.

National Toilet Company,
Paris, Tenn.

NEW HAVEN ROAD ATTACKED BY I. C. C.

Conduct of So-Called "New England Lines" and "Outside Operations" Meet Disapproval in Report—Freight Service Is Condemned—Passenger Traffic Is Defended.

Rouly condemning the general policy and attitude of the New York, New Haven and Hartford railroad in its conduct of the so-called "New England Lines" and its "outside operations," the Interstate Commerce Commission today made public its report on the New England transportation situation. The report specifically states that the conduct of the New Haven and its allied roads is unquestioned, and that "there is no cause for hysteria."

Throughout the voluminous report, however, runs denunciation of financial methods employed by the present management of the roads. In connection with the New Haven's system of book-keeping and its recording of the disposition of about 12,000 shares of treasury stock, the commission said:

"There is no evidence to show any impropriety in this transaction, but the very character of it, the way it was conducted, and the manner in which it is permanently recorded are such that it is difficult to understand. It is difficult to understand the necessity for these circuitous and subterfuge proceedings. If the thing is done properly and legally, why not do it in the direct way? This need to do it in the direct way is but one of the many similar examples that might be given of the New Haven system of management."

The commission had attempted, in this case, to learn of the disposition of New Haven's treasury stock. Speaking of this, the commission reported:

"We were not willing to have President Mellett testify under oath because it would have accorded him immunity. So he gave us a statement, but not under oath. His statement was that the amount had been used in campaign expenses during the summer and fall of 1912, and that he had had no recollection of this act."

"For many years," continued the report, "the railroad monopoly of New England has been more complete than in any other section of this country. The average rates upon the New Haven for 1912 were 10 per cent lower than those shown by any other large railroad system in the United States."

The capitalization of the New Haven road was gone into in great details by the commission.

Total Capitalization.
"The total capitalization on June 30, 1912," the report said, "was approximately \$20,000,000, of which \$75,000,000 was stock and \$14,000,000 bonds. June 30, 1912, the capitalization was \$17,000,000, an increase of \$24,000,000, while the operating mileage was increased only fifty miles."

The nine years since the road expended \$25,000,000 upon its railroads for betterments and equipment, making a total of \$30,000,000 devoted to its railroad property. This left \$3,000,000 devoted to operations outside its railroad sphere."

Telling how the New Haven used this money in purchasing Rhode Island trolleys that competed with its steam lines, the report went on to say that the Rhode Island purchase was "a very important factor in the competition between the New Haven and the Boston and Maine."

The United Gas Improvement Company, which owned the trolleys, turned in the water, and the New Haven carried the water into wine. In whatever aspect the transaction is viewed, the New Haven gave \$13,000,000 for nothing."

Summarized Conclusions.
Summarized, the conclusions of the commission are:

"That while the passenger service is good there is room for improvement. That while the freight service of the New Haven road is inferior it compares fairly well with that of other sections similarly situated. That the freight service on the Boston and Maine is extremely poor and that criticism made, although an earnest effort is being made to remedy this. That local freight rates in New England, while slightly higher than in other portions of the United States, are more favorable with other sections and the through freight rates are lower than elsewhere."

That outside financial operations of the New Haven company have been conducted in a manner which is not in accordance with the public interest.

For the last nine years wasteful in the extreme, and the methods by which those operations have been conducted are necessarily involved and complex."

It is declared that the system should get rid of its trolley roads. In this connection the owning of competitive lines is widely discussed and the commission strikes at the lobby in the following paragraph:

"It was stated that the Interstate Commerce Commission has expressly permitted the acquisition of these trolley roads by the New Haven system. It is worthy of remark that the general counsel of the New Haven road testified that while the legislature of Connecticut did finally give the New Haven ownership of the trolley lines, it was at the outset the other way. The trolley roads were sold to the New Haven in 'molding' the opinion of the legislature that the final result was attained."

Delay At Terminals.
The report finds that most of the freight delay is at terminals which are inadequate for the volume of business received. It reports that during nine years \$10,000,000 was expended on the New Haven property outside its railroad sphere. Of this latter sum most of it went on steamship operations and the New Haven's trolley roads. The commission, after reviewing the intricate financial dealings and stock juggling, says:

Representatives of the New Haven earnestly insisted that had not wasted the stock of the Rhode Island Company, and this, strictly speaking, is true. The improvement company, which took over the Providence, Pawtucket and adjacent lines, turned in the water and the New Haven carried the water into wine. In whatever aspect this transaction is viewed, the New Haven gave \$13,000,000 for nothing."

The remedy for the entire matter, according to the commission, is "rest and an opportunity for constructive work." The nation against the road, it is held, is due to the open disregard of some laws and in disregard of the spirit of the letter of others. "Until the railroad plays fair with the public, it is held, it will not regain public confidence. The agreement with the Boston and Albany is declared to be a violation at least of the spirit of the law regulating competition, but the commission specifically asserts that it is not passing upon the legal quality of the agreement. The commission also holds that the New Haven should arrange to part with the Boston and Maine."

Supplementary Paragraph.
In addition to agreeing with the complete report, Commissioners Clements and Marble file a supplementary paragraph in which they declare that Congress should act on questions such as the Boston and Maine merger to make them impossible. The merger, they say, "has so overloaded the executive heads of the entire aggregation as to impair not only correct and economical management, but also efficiency and safety of operation. The Boston and Maine and New Haven systems are two systems under one management. Therefore closer superintendence, with corresponding gains in efficiency and safety might be expected from a dissolution of the merger."

These two commissioners oppose any further investigation of the New Haven system regarding the desirability of increasing rates unless the proposed rates are posted in advance for the information of the shippers who would pay them.

Expect to Delay "White Slave" Cases
Unless precipitated by insistent Republicans, the House intended today to defer discussion of the Caminetti-McReynolds-McNab imbroglio until next Monday. Chairman Clayton, of the Judiciary Committee, plans to call up tomorrow the committee report, recommending the resolution of Congressman Kahn of California requiring Attorney General McReynolds to submit to the House all correspondence in the Caminetti-Diggs "white slave" cases, be tabled.

On Monday the "gentlemen's agreement" that no important business be carried on in the House until after the adjournment will expire. Many members are due to be back on that day—enough to carry on the House for a transaction of business. The Caminetti affair probably will be the first business broached. It will be followed by consideration of the Clayton bill to provide enlargement of the Erdman railroad arbitration board.

House and Herrmann
COR. 7th & EYE (1) STREETS, N.W.
We Close at 5 P. M. Daily; Saturdays at 1 P. M.

Figure What These New Refrigerator Prices Save You
But take into consideration the fact that the BEST Refrigerators made are these—Alaskas, Rhinelanders, McKees and contemporaneous brands.

Apartment House Style
Zinc lined, of all capacities.
Now \$15.75 to \$26.00
With enamel provision chamber.
Now \$16.20 to \$30.00

Side Icer Styles
(They are illustrated)
Galvanized lining, in all the various sizes.
Now \$18.00 to \$53.00
With enamel provision chamber.
Now \$20.00 to \$60.00

Top-lift Style
Galvanized and zinc lined, in a variety of sizes.
Now \$5.85 to \$16.50
With enamel provision chamber.
Now \$9.45 to \$18.50

Various models—with porcelain lining.
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